

The Wolsley Aquarius Mk. I is the smallest unit of the Wolsley range. It is rated at 155 h.p. (maximum 170 h.p.) and weighs 375 lb.

WOLSELEY

Each of the three engines in the present Wolsley range should interest some kind of private owner. The units concerned are the Aquarius Mark I (155/170 h.p.), the Aries Mark III (205/225 h.p.), and the Scorpio Mark I (230/250 h.p.). All are single-row air-cooled radials, but the Aquarius has five cylinders and direct drive, whereas the remaining two models are nine-cylinder types and are geared. Other models under development at the moment include the Scorpio II (2,500 h.p. at 3,000ft.), the Leo (280 h.p. at 6,000ft.), and the Libra (300 h.p. at 6,000ft.).

(Makers: Wolsley Aero Engines, Ltd., Birmingham.)

Engine Accessories

WHEN one hears of the reliability or outstanding performance of a certain aero engine one is apt to attribute the quality of the unit solely to the firm whose name it bears, forgetting in a wave of enthusiasm the supreme importance of sparking plugs, magnetos, carburetters, and kindred items which may be classed as "equipment" rather than constructional components and material (which were reviewed in *Flight* of December 5 last). The British private owner can count himself fortunate not only because of the peerless quality of his engine accessories, but for the servicing facilities offered.

The K.L.G. Co., of Putney Vale, who make a range of plugs in the 12 mm., 14 mm., and 18 mm. sizes, has played its part in many of the most notable British flights, such as *Ft. Lt. Tommy Rose's Cape trip in the Miles Falcon*.

Lodge aviation plugs, produced by Lodge Plugs, Ltd., of Rugby, are manufactured in all the standard sizes, and are to be found beneath innumerable cowlings. They were among the items which contributed to the success of *Mr. Llewellyn's South African flight in the Aeronca*.

The B.T.H. magnetos, electric starters, and electrically driven compressors, particularly, of course, the former, are other blessings.

H. M. Hobson (Aircraft and Motor) Components, Ltd., are responsible for the famous Claudel Hobson carburetters.

Magnetos, direct-cranking electric starters, and engine-driven generators represent but a fraction of the accessories offered by Rotax, Ltd., of Willesden Junction, London, N.W.10.

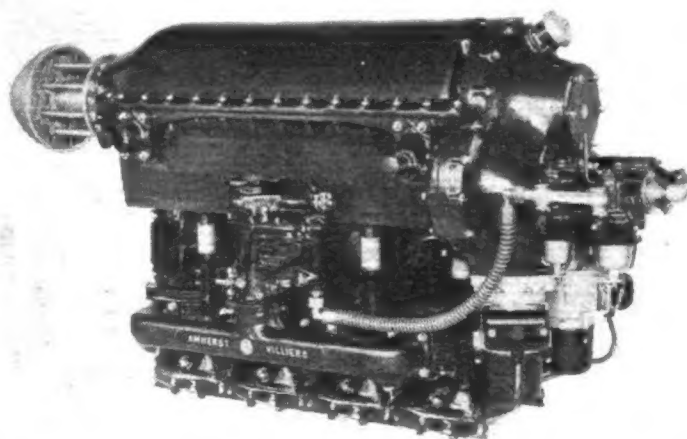
No fewer than five types of fuel pump are made by Amal, Ltd., Perry Barr, Birmingham, 20, while A.C. Sphinx fuel pumps (The A.C. Sphinx Co., Dunstable, Bedfordshire) are found in a number of leading makes of light aircraft engines.

The Auto-Klean filter (made by Auto-Klean Strainers, Ltd., of Tower House, Trinity Square, London, E.C.3) is finding ever-increasing employment, and has figured in recent record flights.

Tecalemit, Ltd., Great West Road, Brentford, make ultra-low-weight fuel pumps, filters for fuel and oil, and air cleaners.

Fuel and oil-pipe problems can frequently be solved with the aid of Petroflex, marketed by Smith's Aircraft Instruments.

Air screws, also, come under the heading of "optional" equipment as regards make and type in the case of many light aircraft. The rival claims of metal and wooden air screws are well known, and few people need reminding that the former are represented by the Fairey air screw, handled by the Fairey Aviation Co., of Hayes, and the latter by the products of the Airscrew Co., of Weybridge, which have the remarkable Schwarz patent finish. Then there is the V.P. air screw, as produced in this country by the De Havilland Company, while a Schwarz design of this type is on the way, and will, no doubt, duly be produced by the Airscrew Company.



The Villiers-Hay engine, a description of which appears on pp. 427-428.

FOURFOLD

MEMBERS of the Brooklands Associated Flying Clubs foregathered at the Park Lane Hotel, Piccadilly, last Saturday evening for the Annual Dinner and Dance. Lt.-Col. Sir Francis C. Sheldermine presided, and read a telegram of good wishes from Holland which gave much satisfaction.

In proposing the toast of "The Four Clubs," Brooklands, Lympne, Sywell and Shoreham, he said that the history of Brooklands was practically the history of aviation, for it had reached the advanced age of twenty-seven years. The Brooklands Aero Club was, he thought, the oldest club, and he recalled with appreciation the pioneer work of Col. G. L. P. Henderson and Teddy Jones. They were celebrating that evening the union of other clubs with Brooklands, and mentioned that Lympne, from small beginnings, had become one of the most successful clubs in the country. Sywell, always difficult, was now going ahead under the Brooklands ægis. He congratulated Brooklands and particularly, Captain Duncan Davis, on their progress and the work of national importance

which they were performing. Flying clubs had another year to run under the Government subsidy scheme and Col. Sheldermine said that he, personally, was quite satisfied that clubs would continue to receive the greatest official support.

Capt. Duncan Davis, who was received with great acclamation, reviewed the early beginnings of the club in an amusing speech and recalled how he, together with a few pupils and friends, bought the school from Col. Henderson in 1927 for £3,000. There had been times when the wages were short but they had won through. He mentioned with particular gratification the help and support they had received from Dame Ethel Locke-King, and the appointment of Mr. A. P. Bradley marked the turning point in their career. They had now first-rate hangars, the aerodrome had been drained, and soon, with the improvements being effected, they would have one of the best aerodromes around London.

The toasts of Dame Ethel Locke-King, Col. Sir Francis Sheldermine, Capt. Bush and Guests were drunk enthusiastically.